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21st April 1906.

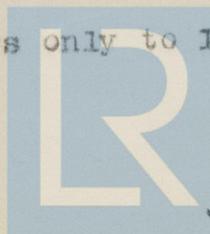
Enclosure.

Dear Sirs,

I beg to acknowledge the receipt of your letter of the 2nd instant, in further reference to the case of your steamer "Camosun" built under special survey by Messrs Bow McLachlan & Co., of Paisley in February last year, and with regard thereto I have to say that the Committee much regret to note the statements which you <sup>now</sup> make concerning this vessel.

I venture to point out that your former communication, dated 27th January last, alludes to defects stated to have been found at the supports of the two masts, and as regards the ~~isolation~~ insulation of the wires for electric lighting. It is therefore with much surprise that the Committee note the statement which you now make that "such bad material and workmanship were used in the building of this ship that she was, when classed by you, not fit to carry passengers or freight" and that "a very large amount had to be spent on her by us before she could be employed in the passenger trade for which she was built?"

The Committee have received a report from the Society's Surveyor at San Francisco, at which port it is understood that whatever repairs were effected were carried out, of survey held by him on the steamer in the course of the repairs. The report in question refers only to leaks in the pitch/



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pitch pine deck, which were probably due to neglect of the proper precautions necessary when a vessel having a seasoned deck of that material laid during the Winter makes her first voyage to a very distant port in the course of which the Equator is twice crossed. No other repairs were mentioned by the Surveyor, and the Committee are therefore at a loss to understand what grounds there are for the above statements.

With regard to the inquiries which you make respecting the Society's Requirements, I have the pleasure to enclose herewith an extract from the Society's Rules dealing with the Regulations for electric light installations, and in reply to your further inquiry, I have to state that the footnotes to Table 9 of the Rules require "the heels of all masts and their steps to be efficiently strengthened."

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs The Union Steamship Company of  
British Columbia Ltd.,  
Vancouver. B.C.



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